ARRIVAL OF RECAPTURED PRIZES.

TRACEDY OF THE SCHR. WARING.

A NEGRO STRIKES FOR FREET OM.

HE SLAVS THREE OF THE PARATES AND SAVES THE STAIP.

---THRILLING NAPARATIVES.

RETURN OF THE BRIG CUBA.

TREEIN'G A MIDDY.

LETTERS FROM THE PIRATES

MORE PRIVATEERS FITTING OUT.

The school ner S. J. Waring of Brookhaven, Smith, mover, bettee for Munivided July 4th, with an actual carry, came up to the city yearerday atterneon. On the third day out from port, the 7th July, when 150 miles from Sandy Hook, in Int. 38' and leng. 690, she was brenght to by the privancer brig deff. Davis, which sent a boar fall of rien stongside, and ordered the Ca, tain of the school er to baul down the United States flag and declared, her a prize. They took from her a quantity of precisions, and then put on board a prize crew of the men, taking away Capt.

ing the steward, two starten, and Mr. Bryce Mackinsen, a passenger, on beard. The prize even were Montagus Amiel, a Charleston pilot in command, one mured Stevensons I pate, Malcolm Sidney as second mate, and three me/a.

Francis Smith, the two mines, and two scamer, leav-

They made a ser the ply course, and on the 16th July, when fifty miles 4, t're senthward of Charleson, the prize captain and the record mate being asleep in their berthe, the first f nath doning on deck, and the others asleep, Mr. Tilir mars, the steward (colored), carried out his preconcerted I plan of killing the captain and the two mates with a * atchet and throwing the bodies over-board. The jr b year all done in five eninates; Tiliman taking commer ad, and steering the schooner northward. One of the / enthining men was tied up till the next working, wit en he wee released upon a promise te help work the ve seed. Not one on board understood navifation, but herving once got hold of the land, Ti lman renght the rebenner safely up to pilot ground, when

One of the schooner's men, Donald McLeod, refused to assist in her recupture, the whole duty falling on the steward rad a sailor.

Chas. E. V Namer of the pilot-bont Jane, took charge of

The F a peer of the schooner's men are: Wm. Tillman, stewar 1; Wm. Sredning, seaman, who assisted; Don-ald Mr. J. cod, reaman, who refused.

Tre prisoners brought here are named James Milnor of Se a th Carolina, James Dorsey of New-Jursey, who apper ve to be an intercent sort of person.

has arance on the versel. She was built in Port Jeff : m. n. L. I., in 1803, and is ewned by Jense Smith & C > s. of this city.

V i to give below interesting particulars obtained from

the . e on board, prentising that Capt, Smith and his at 1) were put by 5 e Jeff. Davis on a bomeward board To s pel soon after their enphase; and sent North, arriv-I B STORY OF WM. TILLMAN, THE STEWARD.

Wm. Tilman, a colored man, is the one hero in this es th apter of history. He says that he was born of free so fored parents in Milford, Delaware, and is 27 years offuge. His parents moved to Providence, R. I., when he was 14 years old, and he has since called that place Mis home. He has followed the sea for ten years, and has been in the employ of Jones Smith & Co., No. 227 Front street, by whom the schooner was sweed, for the last three years. He is of medium hight, rather strongly built, crep hair, of nearly annixed negro blood and tears in the countenance an expression of honorty, strong common sense, with some touches of

The schooner S. J. Waring had started on a veyage to Buenes Ayres, in Monteviede, with an asserte mr.o, which, with the vessel, was valued at \$100,000. There were on beard the Captain and mate; W. Tillman, steward; Wm. Stedding, scaman, born in Gerof New-York; D nakl McLeod, senman, of Cape Breven, Nova Scotis, 30 years of age, has been sailing out of New-York for seven or eight years; and Bryce Mackinson, a pas enger.

On the 7th of July they fell in with the Jeff. Davis and a prize crew of five were put aboard, who were unamed. To use the language of Mr. Yillman, they ran ten days and didn't find Charleston, we were, however, only 50 miles south of Charleston and 100 to the custward. On the wayage they treated me the best

One day the Pirst Lieutement of the pirates was si ting in the cabin, cross-legged, smoking, and he said to when you go down to Savannah, I want you to go to my house, and I will take care of you. I nicht, continued the negro, yes, you will take care of me, when you get me there. I raised my hat, and "Yen, Sir, thank you." But afterward 2 said to Billy (the German), I am not going to Charleston a live man; they may take me there dead. He had been told by the prize master that he would get rewarded in Charleston, for performing his duty so well in bringing the schooner in; he had also beard conversation not in tended for his ears, in regard to the price he would probably bring; and he had heard the prize master say to one of his men: You daik to that Steward, and help him in good heart. By G-d, said the prize most er, he will never see the North again.

Tilimin conferred with two of the seamen about taking tomersion of the schoener; but they declined adopting any plan, saying that some of them knew how to navigate ber back, should they succeed in getting days and then made an appeal to the German, and said "If you are a man to sisck to your word, we can take this vessel easy." Then we made a plan that I should go to my borth, and when most of tham were asleep he was to give me some sign, or awake me. We tried this for two nights, but no good chance offered. But but Tuesday night we eaught them askep, and we w at to work. The mate comes to my berth and be touches me. He says, Now is your time. I went into my room and got my batchet. The first mean I struck was the captain. He was lying in a state room on the starboard side. I simed for his temple as near as I could, and hit him just below the ear with the edge of the hatchet. With that he made a very loud shrich. The passenger jumped up very much in a fright. I told him, do you be still; I shall not hurt a hair of your head. The passenger knew what I' was up to; he never said a word more. I walks right across the cabin to the second mate's room, and I gave him one severe blow in the mole of the head-that is, right scross the middle of his head. I didn't stop he see whether he was dead or no, but I jumped on deck, and as I did so, the mate who had been sleeping on the companion-way, started from the noise he had beard in the cabin. Just as he rose upon his feet, I struck him in the back of the head. Then the German thup jumped over, and we " mittened" on to him, and

Sung him over the starboard quarter. Marshal Murray-What did you do then ?

This au-Then we went down straight into the The second mate was not quite dead. He was at ting leaving against his berth. I " catched" him by hair of the head with my left band, and struck him with the hedehes which I had in my right hand. I his throat. All this was but the work of a second.

beare . as soon as we can." So we hauled him over on Ae cabin.

The Marchal-Was be quite dead?

thire, with part buttons a relition ware. Javaney, 10%. They beaution loss slay the tentor burnelly the tentor burnelly the first burnell and the state of the st

Tillman,-No; he was not quite dead, but he would not have lived long. We flung him over the starboard quarter. Then I told this German to go and call that man Jim, the Southern chap (one of the pirates) here. He called him aft. Says I, Jim, come down bere in the cabin. Do you know that I have taken charge of this vessel to night? I am going to put you in irons. Well, says be, I am willing. He gave right up. I kept him in irons till 8 o'clock the next morning. I then sent the German for him, and I said: "Smith (the name Milnor went by on board). I want you to join us, and help take this vessel back, ant mind, the least erock ort be least turn, and Werboard you go with the rest." Well said be, I will do the

He couldn't do otherwise. It was pump or sink. Marshal-Did they beg, any of them? Til man-They didn't have any chance to beg. was all done in five minutes. In seven minutes and a half after I struck the first blow the yessel was squared away before the wind and all sail on. We were 5 miles south of Charleston and 100 to the eastwarf. Marshal-I guess you must have been in the habit

best I can. And he worked well all the way back.

of killing hoge ? Tillman-I never killed but one before, and that were

Tillman said that at first he had thought of securing all the men, and bringing them all to Neve-York alive in irons: but he found this was impracticable. To use his own language, "There were too many for that: there were five of them and only three of us. After this, I said, well, I will get all I our, back alive, and

the rest I will kill." Tiliman says he went away as

a steward, but came back as a ceptain.

NARRATIVE OF BRYCE MACKINON, PASSENGER. On the 3d of July I sailed as passenger, for Montevi-ceo, whither I was going for my health, intending to engage in stock breeding, in the schooner S. J. Waring, Capt. Smith of Brookhaven, from New-York. We dropped down to Quarantine that afternoon, and on the morning of the 4th weighed anchor and put to sea. We had tolerably fair weather, until we got to lat. 38° 55', lon. 690 4', 150 miles from Sandy Hook, on Sunday, the

That morning, about 8 o'clock, we saw a vessel sheed, but did not pay any particular attention to her until about noon, when we had drifted pretty near her. Then Capt. Smith and his second mate earefully scanned her through the telescope. She soon after hoisted French colors, and our Captain sent below and got the Stars and Stripes, which he set. A mement after a shot cause whizzing over as, and we then pretty well understood her true character, still we night it not unlikely that she was a French man-ofwar that had merely taken that way of asking us for news from the States. Our uncertainty, however, soon resolved itself into stern fact, for we were shortly visit ed by a boat from the unceremonious granger, in which were an officer and twelve men, the first ununiformed, and the crew as wretched a set of scoundrels as could be picked up in any seaport, all of whom were armed They were clothes of all shapes and sires; and many of them were shoeless. As they came up to us the brig ran up the Confederate flag.

Upon reaching our vessel, the person in command of the boat, whom we subsequently ascertained was Lieut. Postell, formerly of the United States Navy, addressing Capt. Smith, he said: "We have taken you as a price to the brig Jeff. Davis, bearing letters of marque of the Confederate States; haul down that flag," pointing to the United State colors.

Capt. Smith took Lieut. Postell below into his cabin and handed him his letters and papers, and gave up his vessel. The privateers took some of our charts, coasting books, a sextant, some plates, coffee cups, a lot of table-cloths, some of which were dirty, a quantity of flour, several oil-cans, a tub of butter, some cases of preserved lobuser, and other articles, together with all the firearms which they could find, but a singlebarreled pistol bel nging to myself, and another owned by Wm. Stedding, one of our crew.

Having sent their boat load of stuff off, they returned

with a prize crew consisting of a prize master, mate and second mate, and two men, taking in exchange for them Cant. Smith of Brooklyn; T. J. Smith, first mate. of New-York; T. Davidson, second mate, and two seamen. The prize crew consisted of Montague Amiel, a Charleston pilot, prize-master; Stephens, mate, an Irishman, who had been in this country about ten years ago, but had been at sea since until nine months are, when he returned and three spikers, one of whom acted as record mate and slept in the cabin; the other two were hands, whose names are James Milnor, of South Carolina, and James Dorsey, of Pt. Pleasant, prize crew of five; Wm. Tillman, the colored steward of the vessel; Wm. Stedding and Donald McLeod, seamen, and myself; of the original party, foor-nine percone in all.

The schooner was headed for Charleston, or son inlet on the coast near that port. We were not put in i one, but were used with as much kindness as we could expect. The Steward continued to cook and provide for us, and our men worked the vessel. I became onite intimate with the officers, and expected soon to be a prisoner of war in Charleston, though we hoped that we might fall in with a United States vessel, and be rescued from our captors. Thus we got along qui etly on our way Southward, till Toesday, the 16th inet., when we were 50 miles south and 100 miles west of port, and thought we might get in the next

What followed, I did not anticipate. It is true that, now, when I look back, I remember that Amiel had congratulated himself upon the valuable prize be had ound in the steward, whom he vowed was worth a cool thousand on Meeting street, Charleston. And further remember that on several occasions Tillman, the steward, shook his head and muttered, "Dem fo'ks netber git to Charle'n;" but I supposed then that he was expecting, like the rest of us, to meet with a friend in one of Uncle Sam's cruisers.

It was a bright moonlight night, was that of Tuesday, so pleasant that I remained on deck till II p. m. later than I usually did. The steward had turned in at 8, as was his lashit. Our trunk cabin projected about three feet above the main deck, and was entered by a companion way in the middle of the forward end. When I went down, the mate was nodding on the cabin roof, just in front of the wheel, in a half recum bent position. Behind him stood William Stodding, one of our old crew, at the wheel. Milnor, the South Carolinian, lay asleep on a pile of sails at the foot of the foremast. McLeod, another of our men, with Dorsey, the Jerreyman, were asleep in the forecastle. The cabin lamp was burning on the table when I went below, and Captain Amiel lay snoring in his berth, sound asleep in his stateroom. In the stateroom on the other side of the cabin slept the steward and second mate, the former on top, the latter in the second berth, the third and lowest sleeping-place being unoc-

The weather being sultry the doors of the state rooms had been taken off, so that not only were the rooms open from the cabin, but my room, in the rear of the Captain's, opened into his, the door between being also down. I took my coat and vest off very kieurely, and swallowed's draught of cherry brandy before getting into bed, so that I should think it was 11:10 when I retired. It could not have been more than 10 minutes later when I was awakened from a h'ght sleep by a peculiar sound in the captain's room, which I knew instinctively could only have been produced by an ax cleaving Amiel's skutt. No sconer die the " L'hush" strike upon my ear than I lesped out of bed, and leaning against the door-casing in the partition, saw the Steward dart through the twilight-for he had extin mished the light-noiseless as a cut, across the cabin toward the second mate's room. I also saw, at the same glance. Capt. Auiel rise from his berth, and attempt to follow him; but the blood blinded him, and he fell to the floor, with a torrid gurgling sound in

The cleaving of the skall, like the flash from preceeding the report, was followed by a preceding the report, was followed by a reak, faint preceeding the report, was ionowed by ceak, faint cry, like that of a sick child, and the throat. I knew then that his worrgling is the stronging sideways the Steward was mortal. Mate s cabin, and once mo entered the Second effectively.

The mate started or, with a "G-d d-n you, don't strike me again," an's elutched at the steward's breast, but eluding "se wounded man he ran on deck, to where the man 'my near the wheel-house, and keeping his a e behind, him, demanded "what all this point as about?" The mate who had been aroused by the outerier, of the captain and mate, had raised himsel up on his elbow, and stared at the steward in a half stupid, balf fascinated way, not seeing the pistol which Stedding, the man at the helm, had pointed at him for Vise in case of necessity. As he turned his face toward the steward, the latter drove his weapon home into the base of his skull. Stedding and the steward then tumbled him overboard. He rose on the wave, with a hourse cry, when about two lengths astern, the water having raised him; but he must have soon gone down to his long account.

Then the steward came down to the cabin, where I still stood, while Stedding stood, pistol in hand, to guard the deck. The captain eried faintly twice to me by name "Help me-help me" but he was past help. An other swishing blow of the ax, and he did not repeat the cry. Then the steward returned to the second mate's cabin, where scated on a pile of starch boxes, his legs drawn up, and his head between his knees, was the half-stupified man. Again and again the ax fell, and again and again the cry " Don't do that" fell on my ear, each time fainter than the last. Stedding now came down, and the Steward and he took the sorpee of the Captain by the feet, and dragging it up the companion-way, toused it overboard. Meantime had got some irons out, hoping to intercede to save bloodshed. Stedding and the Steward once more came down, and each taking the Second Mate by the shoulder led him out, from the place where he had crouched on the starch boxes. He seemed to walk, with their assist ance, as they went up the companion-way, but his head lay a pulpy mass upon his shoulder, and a moment after a loud splash alongside told the fate of another of the privateers.

There were three persons on board who knew nothing of all this. The two privateer sailors, and Donald McLeod, one of our sailors, whom I subsequently learned would not join the Steward and Stedding in the attempt to recapture the vessel. Handing me his pistol, Stedding went forward and roused Milnor, the outh Carolinian, a young man of two or three and twenty, from his sleep at the foot of the mainmast and called him aft. Not seeing his comrades when be came into the cabin, he was much frightened, and begged for life. The Steward told him he would not kill him, but iron him, and his fate must depend upon his good behavior; he wanted to spill as little blood as possible. He willingly held out his wrists for the irons. They then went forward to the forecastle and called the other privateer, Dorsey. Upon learning the condition of affairs he begged for his life, which they promised to spare if he would assist in working the ship and be true and faithful, to all of which he agreed.

The steward now took command, and the schooner headed for the North, with a fair wind. None of me knew anything of navigation, but we trusted to good fortune and the land to enable us to make out our rourse. The South Carolinian was released from irons the next morning, and proved a very useful and willing fellow in working the chip. On Friday, the 19th, at 8 o'clock in the mo ning, we made the land, which became quite distinct by noon, and we kept on our way with good weather, sounding our way as we went. Of course we had to be vigilant,

Two of our hands might turn upon us at any mo-ment, and McLeod was not faithful; for three days before we got in he went forward and slept with them in the forecastle. Stedding, Tillman, and I managed it so that two of as were on deck all the while, and always aft of the other three. The men on watch carried the two pistols, and the one that slept always kept one eve open, lest we might be attacked. On Sunday morning, at 9 o'clock, we got a pilot, off Sandy Hook, and soon after hired a tug for \$60 to tow us up to New-York, where we arrived about 4 p. m., truly thankful for our great deliverance.

THE SCHOONER.

The cabin of the schooner is replete with testimof the late transaction, a part of the bed clothes and bedding being saturated with blood. Mr. Mackinnon says that a pailful of blood must have come from the two men. There are the remnants of a beautiful American ensign which had floated from the Waring, but had been appropriated by the pirates and tern up dinary one, which was kept for the purpose of chopping

The schoener was boarded by T. R. A. Locke, Boarding-Officer at the Quarantine Station, and by Nesbit, Sullivan, and Guerker of the Harbor Police. She now her off the Battery, under the charge of Coxswain Daniels, and crew. The Harbor Police gave all the men into the charge of Marshal Murray at the Harbor Police Station last evening, and Deputy-Marshals Sheehan and Lee took the crew to the House of Detention, and the two prisoners were taken to Police Headquarters. They will be brought up for

THE PRISONERS.

Milnor, the South Carolinian, says that his father is dead, and that his mother keeps a hotel in Charleston. He states also that he has an aunt residing in Irvingplace, in this city. He has followed the sea for s

James E. Dorsey, of Point Pleasant, New-Jersey, sys that he was cook of the steamer Stag that was eized at Chatawissa, Florida; that be was there seized by the Rebels, and was sent to Cedar Keys, Florida, to cook for Confederate troops. From there e shipped to Savannah, Georgia, where he had to run in debt for his board, and eventually the boardinghouse keeper shipped him, nolens volens, and he was sent to Charleston, and immediately put on board the privateer Jeff. Davis, lying in the stream.

PRIVATEERS OF JEFF. LETTERS FROM THE DAVIS.

The letters, of which the following are true copies,

are confided to Capt. Ameil, to be delivered in Charleston; and as it is not probable that he will be able to fulfill his mission, we print them for the benefit of

DEAR SIRI I send you these few lines by our faired prise taken since yesterday morning. I have written you by each of the others, in the beper hat one, at least, of the three may reach you. I am keeping up my diary regularly, and will send you a memorary as soon as I can eaf-fly do so. Send this to mether. Best love to Fred. God biess alt. Tour brother, I Addressed J. E. Bancoca, M. D., Assistant Surgeon eth Regiment C. S. V. Summer ville. S. C. P. M.: Piese forward to Chester, B. C. If not there.

My DRAR, Good Markat This is the first time that I write to you since I left. Charleston Harber, and I only wish that I had time to tell you sin my thoughts, estence, and desires about you wince slace I left. God grant that I may be appared to meet you all again, and in better circumstances than when I left you. We send home to day the third prize, which I hope will arrive see. Yesterday we took the first prize, and I was the first man picked out, and the captain refused to let me go, but I hope and trust in God that I will be home again by to-day two weeks. Whatever may happen, meanme, do not give way to hay unnecessary girel for me, for I am in the hands of God. I passed myself under the protection of the B. V. Mary, and hope by the powerful interession of the Mother of God either to end my cruise in peace or to strive safe again at home. I need not eak you to pray for me. For I know w. a large of me the Littary of Loberts every day, and ske each member of the family to sag it for me daily, that I might neceive such grace or privileges which I meed to far mercy, and wait patiently when it is not man of the surface of the family to sag it for me daily, that I might neceive such grace or privileges which I meed not once again, which may God pate. God by, my deer manneau, give my love to all, kies all, and give my love to all indirictly friends; an may God blees you all, is the heartfold wish of VELIX C. DUTNEUX.

[Addressed Mrs. V. DUVNEUX, Meeting street, above Colobus, Charleston, S. C.]

RESEL FLAG.

REBRIL FLAG.

AYLANTIC OCRAS, July 6, 1851.

DEAR BROTHER: Yesterday I wrote you by brig John Walsh, a price taken in the morning, and in the afternoon wrote home by the schooner Estemptics, and this mow I write to you again by achooner J. S. Wating, hoping you may get it asfe. We have now three prizes, one trig and two schooners. Hope they will get in safe. Communicate at once home, and ist our purents know about it. I hope you will be able to make this out. My love to all. I am well: huge you are the same.

Low brother.

dressed H. T. BAYA, Esq., Charlesten, S. Q.]
It only takes one shot soors their boes to bring their online
at lege (Ye. ks) too, and give up. The brig is loaded with angar,
valued at \$52400. The first schooner was provisions, valued at
\$5,000, and second, with ditto, value from \$6,000 to \$6,000.
\$6,000, and second, with ditto, value from \$6,000 to \$6,000.

Grayer: I send you this day our third prine—which I hope may
reach you safely. Respectably, L. M. GOXETTS.R.

[Addressed Messay, Hall & Co., Christons, S.]

[Addressed Messay, Hall & Co., Christons, S.]

DEAR FRIEND: I write these few those by way of our third
prize, with the hope that she will get into our port safe. I am
well, thanks to God. I home you are all the mane. Please remember are to all my friends. We are shout two hundred miles
from New-Yerk. I think of you every day. If I should write
to we sail the would take twently pages of paper. Do kins Ross
at Albert for ms. God bless you all.

[Addressed Prayers Micross.]

[Addressed Prayers Micross.]

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[Addressed Francis Michel.]
To My Two Dear Fairson. Charley and Marin: I hope you are well. I pray to God every day for you, that you may be well and happy. May God grant that I may see you sgain, and I will be happy. God bless you, Eugenia, and only God's best blessing forever rest on the Marie, are the wishes of Your Good Friend.

Good by, good by, [Addressed Mr. Francis Michels, Corning street, near Morris, Charleston.]

ARRIVAL OF THE BRIG CUBA-CAPTAIN STROUT'S NARRATIVE.

The brig Cuba of Millbridge, Captain J. D. Strout, from Trinidad de Cuba, arrived this morning, and is at anchor in Quarautine.

CAPTAIN STROUT'S STATEMENT.

Captain Stront makes the following statement: Sailed from Trinidad de Cuba for London on July 2, with a cargo of sugar and molasses, shipped by Messre G. Smith & Co. On the morning of July 4, in latitude 21° 10', longitude 73° 15', on the routh side of Cuba. was brought to by a shot from the privateer steamer Sumter, formerly the Habana, and on heaving to, was boarded by a boat from her, and ordered to come on board the steamer and bring my ship's papers. The steamer at the time had the Stars and Stripes flying from ber peak, which was afterward taken down and to Secession flag boisted. On arriving on board he was ordered below in the cabin, and delivered his papers to the captain, who, after examining them, de stroyed them, saying he was a prisoner, that the brig should be taken into port and sold. At this time Capt. Shoppy of the brig Machias of Machias, came on boord, and after presenting his ship's rapers, which were also destroyed, we were told to go on board our ressels, and we would be towed in to some port in Hawsers were then got out and the two brigs were

taken in tow, this was about twelve o'clock, 4th luly, and the brigs continued in tow until four, a.m. 5th, when the hawer of the Muchine parted; the Cuba was towed some ten miles further, when she was let go off and search made for the Machine. On coming up again, they could not get near enough to our brg to get the bawser, on account of the heavy sea, when she proceeded on with the Machine. All was then made for Cuba, and she was headed in for land, having received a prize crew of five men, consist ing of one midehipman, two sa lors and two marines. who threatened, in case Capt. Strout and his men refased to work the vessel, they would shoot them. Continued working the vessel in toward the eastward or til the 7th, when the officer concluded to keep her off for some Southern port, where he would run her in or on shore. On the night of the 8th, made Cape St. Antonio, when Capt. S., his first officer, and steward, bad matured a plan to retake the brig, and succeeded, by the mate and steward seizing the arms of the sailors and marines forward, while Capt. S. took care of the officer. They made a desperate resistance, but the plans were too well laid. About two hours after, fell in with brig Costa Rica, Capt. Peel, from Aspin wall, for New-York, and placed the two sailers on board of her.

On the 14th of July, the Midshipman managed to get a pietol in his possession, by breaking open a chest while all hands were engaged in working slip, and with it went up into the main-op. Being there about half an hour when Capt. S. came on deck, he told the Captain he wanted to speak with him; but seeing the pistol in his band, the Captain turned to so below fo arms, when the Midshipman threatened to shoot him if he did. The Captain, however, went below, procured a revolver, and ordered him down on deck. He refused o comply, when two shots were fired at him, one of which took effect in his shoulder, and he came down.

The brig is now at anchor in Quarantine. The prise oners were taken in charge by officer Vandezee, and brought to the city, where they were lodged in the First Ward Station House. The following is a list of the officers and men of the

J. D. Strout, Captain; James Rabbedge, 1st Officer; John Care, 2d officer; Thomas Oliver, cook; John Carter, Charles Gas-

r. John Perry, seemen Cart. Strout was shown the statements of the men

brought home in the Costa Rica, relative to their connivance at the rescue, and pronounces them entirely to overpower him and his men.

INTERVIEW WITH THE PRISONERS.

The rebel commander put abourd the Cuba wa Lieut. A. D. Hudgens, who is a Virginian, not quite 21 years of age, of regular and pleasant features, but an expression of concern very naturally lucking in his countenance. He desired to correct the statement of his fellow prisoners to the purport that he intended to give up the vessel again because he had not men enough. Such was not his intention, but on the contrary he determined to run the Cuba into port if possible. He tried to work her with the crew of Capt. Strout, and had given positive orders to his men to keep arms on and belo work, whether seamen or not, wherever it

was possible. The men neglected it; and I, for the first time in our days and nights, had left mine off, they being in the bunk below at the time of Capt. Strout's movement. I had laid myself down on deck and gone selcep. When I awoke I four dall the men aft, without arms, and six men, Capt. Strout, his mate, and five men, ranged opposite and around me, with arms in their hands. I immediately went below, having been permitted to pass them, with the intention of getting my arms, but I found them gone, and when I returned m deck I met the Captain and mate facing me, with my pistols. The Captain demanded my surrender, and mid he had got my arms.

As soon as I got up to him he ordered me forward and said everything should be done fairly with us, &c. He put us in irons, but not having sufficient to reach round, he tied several of the men with ropes. He took my irons off an hour after; but I was watched, and afterward locked up.

The prisoner regarded his capture as owing more

than snything to the fact of his baving too few men aboard to work the ship. It was thus rendered almost necessary, sometimes, for his own men to lay by their arms, and his business had to be left at large in order to help. On being asked with reference to the blockade of the Mississippi, he hesitated and then said it was " not as strong as it might be." It was evident they had two ships there, but that was not sufficient to block up the river. Lieut Hudgens has followed the sea for some years, and is acquainted with all the

STATEMENT OF JOHN DONNELLY AND JOHN O'BRIEN.

The former was born in Wisconsin, and the latter in Ireland, both having sojourned in New-Orlean about six months, when they were visited by some of the "Tiger Rifles," armed with revolvers, and muskets, and slung-shots, &c., who put them aboard the receiving-ship Star of the West, anchored off Alglers, which is opposite New-Orleans. They were never aflowed to go on shore, and were kept there for nearly a month. The Sumter went once on a trial trip up the river. When transferred to her, about 140 others were aboard, and they immediately started to the Government Arsenal and got some powder, after which they sailed for Pass l'Outre. They anchored in a l tile bay about nine miles from the Bar, and finally started

Not seeing the United States vessel Brooklyn around we were about passing directly out. The people generally regusted the blockade as effective, and our officers were on the lookout, having constantly a man at the marchead. We found that the brooklyn was

watching us, and 'sad been buithes --On this occasion she had he supmaste taken down, and we were within her or five miles of her when we discrered our mistake, and we returned to watch car charge. We did not get away for about a week.

On the 30th of June the Brooklyn went off to vessel, taken by us to be a British ship, and we crosse the Bar at precisely 124 o'clock. The instant we were noticed the Brooklyn gave chase. She was at first four miles astern; she followed us until 44 o'clock, when, having fallen astern ten miles, she headed about. We were ordered at once to give three cheers for the Southern Confederacy, and did so, some of those aboard hollowing very load.

The Sumter is a propeller, bark-rigged, a fine boat, 300 to 400 tans burden, and running about 16 knots an hour. She traded first to the West India Islands, and the first light we made was Cape Antonio, Cuba. everhauled a Spanish brig, and next day captured the Golden Rockets, from Havana, bound to Cienfuegos. The latter belonged to Bangor.

No ceremony was made; the crew and captain-13 all told, 10 being 8paniards-were ordered aboard the Sumter, and directed to bring everything they had with them, nothing of which should be molested. Some time in the night the ship was set on fire. This was about 40 miles off Cienfuegos. We then started on, and on the morning of the 4th of July overhauled the brig Cuba and the brig Machine, both in charter by the same charter-master, a New-Yorker, and both loader with sugar.

Night guards were put aboard at 7 or 8 o'clock, men on the Cuba and I officer and 5 men on the Machias. Between 4 and 5 o'clock in the morning ha vser broke, and the Machine was set adrift. They put up all sails on her, and hailed the steamer again which then turned as adrift and took her in tow. were told to fo low to Cienfuegos, but lost sight of her, and on the 6th put about for Florida. On the 8th or 9th the men were lying down in the middle of the day, and their arms were laid in a position where they could get them. The captain and his first officer then seized he arms, and the prize crew made little demonstra-

enough to man the ship, and that he intended to give her up to the Captain, who was to put the prize crew ashore at a certain point.

At New-Orleans they were fitting out the tug Yankee, and had a crew on board; also the propeller Mc-Rae, formerly the General Merriman. The fast steamboat Ivy was plying between New-Orleans, the fort and the delta, as a passenger and look-out boat, having five little guns aboard, one of them a rifled Armstrong gun mounted as a stern chaser.

There was no business going on whatever, all dead; nothing but soldiers in the street. River steamboats had all stopped, except an occasional one to Memphis and Vicksburg. There were about 300 men aboard of the Star of the West, of whom may be 25 or 30 were impressed. There were only a few sailors, but they had all been hard up, had nothing to est, and were in that way compelled to go to the shipping office.

LOG OF THE CUEA.

The log of the Cuba is to the effect that at 7:30 o the morning of the 4th of July she was boarded and the Captain and his papers transferred to the Sumter. At I o'clock the Captain returned on board, and the Cuba was taken in tow as a prize. On the morning of the 5th, at 8 o'clock, a prize crew of five well armed men was put on board. On the 6th the leader of the pirates told Capt. Stront that if he gave any more orders he would shoot him; that he would tie all hands and order a sentry of the cabin every night. The next day the same officer said he should insist

on going to some Southern port. Eth July-All these 24 hours line b cezes from the east and clear weather Still in the hands of the pirates. On this day, about 2.30 p. m., we took the swords and pistols from the prisoners, and they swore vengeance on all bands. But se put them in irons, and that stilled them. But two of the pirates aboard the Costa Rica. On the 9th the pirates were secured apart-one being put forward and the other two in the cabin.

On the 11th, one of the men had left his chest open and the midshipman got hold of a pistol and went up in the rigging, and threatened the Captain that if he went below he would shoot him. In reply, the Captan told him to come down, or he would shoot. The order not being promptly obeyed, the Ca tain fired, wounding his man slightly in the arm. This brought him down, and to terms. No further difficulty occurred on the return.

From California,

PORT KEARNET, Friday, July 19, 1861. The Pony Express passed here at 4 p. m. SAN FRANCISCO, Wednesday, July 10, 1861.

The Union Democratic Convention completed its labors at Sacramento vesterday, having adminated the following ticket, which is not regarded a very strong one outside of the party supporting it: Governor, John Conners; Lieutenant-Governor, Richard Irwin; Congress, Southern District, Henry Edgerson—Northern District, Joseph McKinben; Judge of the Soureme Court, B. S. Whitman; Clerk of the Supresse Court, George S. Evans; Surveyor-General, Joseph Gardner; Controller, Joseph E. Nattman; State Printer, John R. Ridge. This ticket was carried by what was called the Broderick element in the Convention.

The Breckenridgers, who recently adjourned without making nominations, it is understood will reassemble and make nominations for all the State offices, for the purpose of defeating the Union Democracy, and thus opening the way to reorganize an old-fashioned Democratic party, which will include all wings. The Breckenridgers thus become the main reliance of the Republicans for carrying the State at the ensuing election.

A fire broke out on the 3d of July at Mayaville in Chas. Cora's stable on the east side of C. street, opposite the United States Hotel. Before it could be arrested it destroyed property to the value of \$25,000 or \$23,000.

rested it destroyed property to the value of \$25,000 or \$3.,000.

The prospecting party which left this city some months since to visit the Potosi and other mines in the Gila River, have returned loaded down with specimens of gold, silver, and lead. The mineral wealth of this section is apparently very great, particularly in silver. The bottom lands of the Gila River are represented as being of the greatest fertility, opening a fine field for agriculturists.

A fire at Stockton on the 8th consumed the "Avenue Hotel," on Webber avenue, and some large adjoining stables, together with twenty-five horses and males; also a dwelling-house and a portion of the San Joaquin Brewery.

The steamer Cortez arrived here last night from the

The steamer Cortez arrived here last night from the Columbia, bringing papers from Portland, Oregon, to the 6th of July. Independence Day was celebrated at Portland with great enthusiasm. Delegations were present from Marion, Yam Hill, Washington, Clackamas, and Clatzap Counties, and from Washington Territory. A fine di-play of fireworks took place in the evening, which was witnessed by upward of 7,000 records. people.

The present season has been the most remarkable for rain ever known in Oregon. Instead of turning warm and dry in April, the rainy season has lasted up to the present month. The consequence is that the grass and present month. The consequence is that the grass and regetation are luxurious, and cuttle and horses are fat and fine. The cold and chilly rains have damaged the

Spring crops in appearance, while the early wheat threaters to attain such a growth of straw as to endanger its heading. danger its heading.

Arrived 8th, ships Dictator, Hong Kong; 9th, Moonlight Hong Kong; bash Drudt, Nowcastle. Sailed 7th, ship Citellenge, Hong Kong carrying \$25,0 8 hs gold bars; 8th, ship Old Colony, Liverpoot, carrying \$25,0 8 hs gold bars; 8th, ship Old Colony, Liverpoot, carrying \$25,0 bils. Sour; 23,400 sacks wheat, 260 bils. salue. 775 bales wool, and 100 fin hs quick-sliver.

The ship White Swallow has cleaved for Hong Kong, with a cargo of inductions an merchandise, and \$157,000 in Mexican dellars and silver hors.

The ship White Swallow has cleared for Hang Kong, with a carso of miscellaneous merchandles, and \$15,000 in Maxican deliars and silver have.

At present the demand for silver is rather slack and the supply liberal.

The following are recent engagements: Ship leabella to Liverypool. \$2.40 tun; ship liying Dragon and hast Aleyon to Methourner, ship leabella to Liverypool. \$2.40 tun; ship liying Dragon and hast Aleyon to Methourner, ship leabella to Liverypool. \$2.40 tun; ship liying Dragon and hast Aleyon to Methourner, ship leabella to Liverypool. \$2.40 tun; ship liying Dragon and hast Aleyon to Methourner, ship leabella to lead dyewood from the coast of Mexico to Eurne, st \$2.40.

A fair business is doing with the country, but there is no demand for goods from first hands. Jobbers are working off their stocks. There has not been an arrival from dimestic Atlantic ports for to days. No fissh goods are urged. Butter has declined to \$26.75c. Tess have advanced about \$6.40 in under the expectation that Congress will levy a day on such imports all other imported goods are fits and monthally unchanged. The demand for wheat, partially for export, is in excess of the supply at shoot wil 65.9 in 00. The staristics of wheat exports for the year ending July 1 show that 3,500,000 bushels were sent abroach. The avenage price daring the year was wil 5.40 for the summent of wheat to export from the crop of 1981 as from that of 1982.

The money market continues early sensual, and sight exchange on New York rades at 5.40 cent.

The money market continues easy as usual, and eight on New-York rates at 5 p cent.

HEAVY VERDICT .- In a late action against the Great Northern Railway Company, brought by the widow

et Mr. ym, a genueman possessing huded P operty who was killed on that road in consequence, of a defective rail throwing the train in which he was traveling off the truck, the jury found a ver for \$65,000, being \$5,000 for the widow, and \$7,500 each for eight children.

RESEL FRIENDSHIP .- A correspondent of The Lea venuorth Conservative, writing from Camp Washington, near Clinton, says of an aged man and a slaveholder-but a strong and honest Union man, bold and fearless, who never faltered in pouring out his indiguation against Jackson and his co-Rebels: One night about twenty drunken wretches came to this good old man's house, dragged him out of his bed, carried him man's house, dragged him out of his bed, carried him into the forest, where they tied and blindfolded him, and then informed him that he was charged with high treason against Governor Jackson, and dieloyally against the State of Missourt, for which he would hen and there be tried. But he was informed that if he would renounce his allegiance to the Union, contribute a part of his wealth to the support of the Jackson gang, and swear most solemnly never again to speak a word in favor of the old Union and the Contitution, or against Jackson or the Southern Confederacy, they would let him off. But the brave old man resolutely refused to comply with their terms, and assured then that he would die firet. "Well then," replied the leader of these devils incarnate, "die you shall, you damned old Abelition dog." And six demons suppose buck, leveled their rifles as the staunch old hero; six balls entered his head and heart, and the noble soul of the grey-haired veteran took its flight.

CRUISE OF THE IROQUOIS.—Mr. Charles E. Warner of the pilot-boat Jane, No. 1, boarded the United States gunboat Iroquois on the 19th, forty miles cost south-east of Sandy Ho.k. All well. She had been on a cruise off Nantucket, and would proceed in that direction again.

A Physician to Br Hung.—Dr. Jesse Patterson, of Clarenceville, Canada, bad tis trial last week, and was scattered to be hung, on a charge of swardering a young girl of that town, named Olive Scarist, in an attempt to hide her shame from the world.

BLACK—At Washington, D. C., on Friday, July 19. Edmund, J. P. Black, a member of Company E., 14th Regiment N. Y. S. M., in the 24th year of his age.

Her functal will take place at No. 55 Johnson street, Brocklyn, on this (Mouday) afterneon at 3 o'clock. The relatives and friends of the family are respectfully invited to attend without any further nortice.

friends of the rammy six respectively.

BARKER—On Sunday merning, July 21, of dropsy, Caroline R.

M. Harris, wife of Wun. Jay Barker
The funeral will take place from the residence of her father,
David C. Harris, No. 41 Seventh street, on Tuesday, July 22,
at 3 o'clock, p. m. Her friends and relatives are invited to attend without further sedice.

at 3 o'clock, p. m. Her friends and relatives are invited to mittend without further actice.

EARLE—In this city, on Sunday, July 21, Willis Peers, infant son of Wm. H. and Alice A. Earle aged I month and 21 days. The relatives and friends of the family are respectfully invited to attend the funeral shis Monday) afternoon, July 22, at 2 o'clock, from the residence of his grandfather, Thos F. Peers, No. 122 West Twenty second street.

GARDNER—In Brooklyn, E. D., or Friday, July 19, Mr. Wm. Gardner, in the 36th year of his age.

The relatives and friends of the family and those of his brothers in-law Chas. A. and Wm. Sunghe, are respectfully invited to attend his funeral on Monday, the 25d inst., at 3 o'clock p.m., from his late residence. No. 5 South Second street. His remains will be conveyed to the family vanit at the Cemetery of the Evergreens.

HUBBELL—On Saturday, July 20, after a lingering filmess, Cal-

ot the Evergreens.

HUBBELL—On Saturday, July 20, after a lingering filness, Calvin Hubbell, in the 72d year of his age.

His remains were taken to La caboro, Mass., for interment.

HARVEY-At her residence, No. 496 Cherry street, on Saturday moraleg, July 20, of consumption, Jane Harvey, in the 20d year of her age.

HENDERSON—In this city, on Saturday, July 20, after a shorts and severe illness, Issac Henderson, in the 61d year of his age.

MATHEWS—On Sunday morning, July 21, Hasty C. Mathews, aged it years and a mouths.

The relatives and friends of the family are respectfully invited to attend the functal on Munday afternoon, July 22, at 3 o'clock, p. m., from the residence of her father, Peter C. Mathews, Broadway, corner Green arenue, Broadway, corner arenue, Broadway, corner arenu

McLEAN-In this city, suddenly, on Saturday morning, Jaly 20, of sleers ion of the boweis Wm. H. McLean, in the Slab year of his age.

McTIGUE-Iu this city, on Friday, July 19, Ann McTigue,

aged 30 years.

M. CREERY—In this city, on Saturday morning, July 20, Juneo McCreery, aged 38 years.

NEWMAN—At Elizabethport, N. J., on Saturday evening, July 20, John, youngest son of W. B. and S. Newman, aged 10 norths.

NEW MAN-AL Part State of W. B. and S. Newman, aged 10 norths.

70. John, youngest son of W. B. and S. Newman, aged 10 norths.

The funeral will take place this (Monday) afternoon, at 1½ o'clock, from the residence of his parents, No. 203 West Twentieth attreet, New York.

English papers please copy.

OHRYTROMER—In time stay, which was a supplied to the papers please copy.

OHRYTROMER—In the 3rd year o'full age.

QUACKENBUSH—Suddenly, on Saturday, July 20, Cerneling J. Quackenbush, aged 44 years and 7 days.

His remains will be taken to Rockland at 7 o'clock a. m. on Monday for interment.

Mich gan papers please copy.

RAYNOR—In this city, on Sunday, July 21, Wm. H., jr., infant son of Wm. B. and Sarsh Raynor, aged 3 months and 21 days.

The relatives and friends of the funnity are respectfully invited to attend the funeral, at the residence of his parents, No. 50 West Forty-fourth street, on Tuesday, July 23, at 1½ o'clock; p. m.

p. sp. BWIFT—Suddenly, on Saturday, July 20 of disease of the heart, Mrs. Elizabeth Swift, formerly of Dutchess County, aged 65 years, 4 months and 20 days. years, 4 menths and 20 days.

VAIL—At Yorktown, Westchester County, N. Y., on Monday
July 15. of dropsy, Budd Vuit, aged 63 years.

WHALEY—In this city, on Saturday, July 20, of consumption Cornelle L. Whaley, aged 34 years, I mon he and 21 days.

Movements of Ocean Steamers. Steamships, Leave, Por. Columbia New York Havana.

TO ARRIVE.

Passengers Arrived

In the U. S. steam-transport Ony of New York from For Fickers-Livut. J. W. Simons of genovat Houteville. in the barkentine Lamplighter from Salt Cay, T. L.-Mr. At New York in the barkentine Lamptighter from Salt Coy, T. L.—Mr. A wood. In the bark Mercy and 11 m from Ciudad and Bolisar—M. Landers and family, Mr. Calderon. the bark Ferritaind and Louis from Penang—Capt. G. E., C. Bottford, F. J. Gover. Capt. Fyler is bearer of discounter from the African against the louis from the U.S. Consolist St. Felena, and also brings the bag from the African against the consolidation.

Sandy Hook. 7:45 | Gov. Island 8:35 | Hell-Gate.....18:

MARINE JOURNAL.

PORT OF NEW-YORKJULY 21 U. S. steam-trunsport Gity of New-York, Martin, For Pickens 13th Inst. The U. S. garbeat Hentsvalle sailed for Mo-bile bar 12th inst. Left U. S. ship Mississippi, Wyandotes store-hip Release, transports Vanderbilt for Furugas to sail 18th

blie har 12th inst. Lef. U. S. ship Ministropi, Nyanowski store-hip Release, transports Vanderbils for Tersugas to sail 13th and State of Georgia discharging. Ship Javenta, Young, Esitimore 4 days, bellast to master. Ship Harriet (of Beston), Sassett, from Cardenas 12th isst; Singar to master. Safest in company with bark Course for Cord. Bark Nineveh (of Thomaston), Roumson, from Cardenas, 0 days, sugar to Snow & Surgess. Bark Friodisand and Lemis (Dutch), Nobling Pennang March 3, moise, to Crocher & Warren. Passed Archiven Head March 11, Cape of Good Hope May 16, and arr, at St. Helena Juse 5. June 3, bat, 15-29 S. Jon. 40 W. saws somet at 4 s. m., a titteds 24°, going S. E. Grossed the squator June 20, is less 14 at W. Saws School, Same States and Balley & Saws Asset Males.

titude 24°, going S. E. Crossed the squator June 20, is less 31 42 W.

Bark Mercy Ellen, Griffin, Ciuded and Bolivar 25 days, hides &c. to Harboch & Co. July 17, int. 25 24, lon. 63 40, signaled &c. to Harboch & Co. July 17, int. 25 24, lon. 63 40, signaled &c. to Harboch & Co. July 17, int. 25 24, lon. 63 40, signaled &c. to Harboch & Co. July 17, int. 25 24, lon. 63 40, signaled &c. The Marketthe Lampdighter, Thompson, Salt Cay T. I. Hith look, with salt to J. M. Smith & Sons.

Brig stella of Richmond (Ma.), Duell, Minittlan June 17, bound to London with a cargo of mahogany. On June 25, when he was a first stella of Richmond (Ma.), Duell, Minittlan June 17, bound to London with a cargo of mahogany. On June 25, when he had been a first of the part of the part of the print of the part of the prints of the part of the part

Colorado on a cruise.
Sobr Liverpool (Br.), Pearce, Cat Island 6 days, with 3,000 defines pine to J. Encea.
dchr. Wun. Starr (Br., of Halffax). Maxwell, Matanzas 7 days,
sugar to master. Select in company with sobr. Hattle Ross let
New York. July 19, James Lazon, the cook, of New-Lectes

broke.

Sohr. William Collyer, Raynes. Philadelphia oral, for Besta Sohr. S. S. Waring (of brookhaven), late Smith, hence is Mentevideo July 4, returned, having occu captured by the provider John Davis and retaken.

Sohr. Royal (Br.), Johnson, Eleuthera, S days, fruit to J. Steamer Boston, Grooker, Philadelphia, mase and pass to F. mor Petral, Young, Providence, make, and pass, to \$

Synner.

SALED JULY 29—Steamer A. H. Bowman for Washinging ships Anne Bowen for Rio Janetro, Alboni for Antwerp, des arch of the Seas for inverpoot; barks Benjamin (Frues) for barkir, Zutretionheit (Frues) for London, Aronnet for Demense Magnet for Philadelphia, Achille for Philadelphia; Brigs Leviston for St. Florre, T. M. Mayhow (Br.) for Bernuda, Robbi (Re.) for Care

visition for St. Plotte, T. M. Maynes (Sc.) for Cert. St.LOW—Brig Vermont, Carbones 19 days.—137 plants James Avery, No. 3.